

Air Citizen AIRMAN

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Official Magazine of the Air Force Reserve

Rewriting History



*Reservists bring home
wreckage from B-17*

FROM THE TOP

By Lt. Gen. Charles E. Stenner Jr.
Commander,
Air Force Reserve Command



Thanks for Everything You Do

As we celebrate the holiday season, I want to thank you for all that you have done in 2011 and all that you will do in 2012. Your service as America's Citizen Airmen has, once again, been spectacular, and I appreciate it very much.

When an earthquake and tsunami rocked Japan early this year, you were ready to shuttle needed goods and skilled rescue personnel to the disaster area. You stepped up again when we supported our NATO allies in Libya to protect civilians from attack and allow humanitarian efforts. You were onboard when the call came for aerial fire suppression in America's Southwest and hurricane reconnaissance along our East Coast. Whenever and wherever disaster struck or a request for assistance was made, you were ready, willing and able to lend a hand and provide comfort to those in need.

During 2011, more than 4,000 of you served on active duty around the world. Since 9/11, more than 60,000 Air Force Reservists have been strategically prepared and operationally engaged in support of daily operations.

We know and appreciate the sacrifices you, your families and your employers have made and continue to make, whether you are serving our country in Afghanistan or supporting our nation here at home. Thank you.

Whether you are spending time with family and friends or guarding our freedom overseas, Dee and I wish all of you the happiest of holidays. Our thoughts are with you and your families as we welcome a joyous New Year.

In Memorium

Retired Maj. Gen. Sloan R. Gill



Family, friends and Airmen from the past and present gathered at March Air Reserve Base, Calif., Nov. 6 to honor one of Air Force Reserve Command's former leaders.

Retired Maj. Gen. Sloan R. Gill, who served as chief of Air Force Reserve and commander of the Air Force Reserve before retiring in December 1989, passed away Aug. 22. He was 81.

Lt. Gen. Charles E. Stenner Jr., chief of Air Force Reserve and commander of Air Force Reserve Command, gave the eulogy at the memorial in the Cultural Resource Center. Joining him for the service were retired Maj. Gens. Homer I. Lewis, William Lyon, Roger Scheer and Robert McIntosh, as well as retired Lt. Gens. James E. Sherrard III and John A. Bradley. All six held the dual-status role as the top general in the Air Force Reserve.

The occasion marked the largest gathering of present and former Air Force Reserve commanders in history.

After Stenner spoke, honor guard members performed the flag-folding ceremony and presented the flag to the general, who passed it on to Gill's daughter, Roxann.

Gill, a native of Georgia, was a graduate of Staunton (Va.) Military Academy and the Georgia Institute of Technology. He was a command pilot who flew the B-25 Mitchell, C-123 Provider,

C-124 Globemaster II, C-7A Caribou and C-118 Liftmaster.

In 1955, flying a C-118, Gill set a world record for propeller-driven transports when he flew from McGuire Air Force Base, N.J., to Rhein-Main Air Base, Germany, in 10 hours, 22 minutes. He accumulated more than 10,000 hours of military flying time and more than 4,000 civilian hours.

The general participated in Operation Wounded Warrior, the air evacuation of French Foreign Legion troops from North Vietnam to French bases in North Africa. He was called to active duty during the Cuban Missile Crisis and the Pueblo Crisis.

His duty assignments included stints at Maxwell AFB, Ala.; O'Hare International Airport, Ill.; Selfridge AFB, Mich.; Robins AFB, Ga.; Dobbins ARB, Ga.; Kelly AFB, Texas; McClellan AFB, Calif.; and Headquarters Air Force at the Pentagon.

Gill's biography for the memorial service read, "He was truly an exceptional man who flew his Cessna 172 and shot a round of 84 on the golf course four weeks before his death. He loved his family, loved his friends and loved his country. He will be sorely missed by everyone who had the pleasure to know him."

(Story and bottom photo by Master Sgt. Linda Welz, 452nd Air Mobility Wing public affairs at March ARB.)



Lt. Gen. Charles E. Stenner Jr., chief of Air Force Reserve and Air Force Reserve Command commander, and six former Reserve commanders attended a Nov. 6 memorial service at March Air Reserve Base, Calif., for retired Maj. Gen. Sloan R. Gill. Former commanders are (left to right) retired Maj. Gen. William Lyon, retired Maj. Gen. Homer I. Lewis, retired Lt. Gen. James E. Sherrard III, retired Lt. Gen. John A. Bradley, retired Maj. Gen. Robert McIntosh and retired Maj. Gen. Roger Scheer.

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Pharmacy home delivery is worth a closer look

On the cover: Reservists from the 514th Air Mobility Wing at Joint Base McGuire-Dix-Lakehurst, N.J., traveled to France in September to retrieve the wreckage of a B-17 Flying Fortress known as Chowhound that was shot down by the Germans in 1944. The aircraft is the subject of a piece of aircraft art, also called "Chowhound," by artist David Poole. See the story on page 12. (Image courtesy of Dare to Move Inc./prints available)



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Eye Drop

Tech. Sgt. Amy Lee of the 53rd Weather Reconnaissance Squadron, Keesler Air Force Base, Miss., prepares to launch a dropsonde into the eye of Hurricane Irene during a Hurricane Hunter flight. As the dropsonde falls, it gathers data to determine the strength of the storm and help forecasters predict the hurricane's path.

RESERVE SNAPSHOT

Maj. Allison Breedon, 758th Airlift Squadron navigator, Pittsburgh International Airport Air Reserve Station, Pa., checks the navigation system on a C-130 Hercules during a training flight, (Senior Airman Joshua J. Seybert)



Senior Airman Steven Klepeisz, 445th Aircraft Maintenance Squadron, washes the tail section of a C-17 at Wright-Patterson Air Force Base, Ohio, recently. (Staff Sgt. Amanda Duncan)



Lt. Col. William Kowalewski, commander of the 910th Civil Engineer Squadron, Youngstown Air Reserve Station, Ohio, rappels from a building during an exercise at the fire training compound commonly known as the burn pit. This training is part of requirements that keep the 910th firefighters combat ready. (Senior Airman Megan Tomkins)



Staff Sgt. Johnny Luna from the 433rd Security Forces Squadron stands vigilant by the stage while comedian Jay Leno performs for more than 2,000 people who attended a "Tour for the Troops" event hosted by the 433rd Airlift Wing at Lackland Air Force Base, Texas, recently. (Senior Airman Luis Loza Gutierrez)



A KC-135R from the 916th Air Refueling Wing, Seymour Johnson Air Force Base, N.C., flies over Bank of America Stadium in Charlotte as part of pre-game ceremonies before the Carolina Panthers' home-opener against the Green Bay Packers. (Master Sgt. Wendy Lopedote, 916ARW/PA)

ROUND THE RESERVE

A brief look at what's happening throughout Air Force Reserve Command

Units Realign According to Types of Missions

Four flying wings, one flying group and seven smaller units in the Air Force Reserve Command changed their higher headquarters and chains of command.

These actions, which all took effect by Oct. 1, advance the command's efforts to provide operational capabilities and strategic depth across the full spectrum of military operations. They affect units assigned to all three of the command's numbered air forces. The NAFs are 4th Air Force,

March Air Reserve Base, Calif.; 10th AF, Naval Air Station Joint Reserve Base Fort Worth, Texas; and 22nd AF, Dobbins ARB, Ga.

"The realignments give each NAF a distinct mission set, enabling them to more efficiently and effectively oversee the readiness of their subordinate units," said Col. Greg Vitalis, Headquarters AFRC program manager at Robins Air Force Base, Ga. "These realignments are administrative only. They do not involve any changes to the units' geographic location."

Moving from 22nd AF to 4th AF were the 315th

Airlift Wing, Joint Base Charleston, S.C.; 439th AW, Westover ARB, Mass.; 512th AW, Dover AFB, Del.; and 514th Air Mobility Wing, Joint Base McGuire-Dix-Lakehurst, N.J.

The 340th Flying Training Group at Randolph AFB, Texas, shifted from 10th AF to 22nd AF.

Seven smaller, non-flying units realigned as well. They include the 71st Aerial Port Squadron at Joint Base Langley-Eustis, Va., that moved from 22nd AF to 4th AF.

Two 4th AF units at Davis-Monthan AFB, Ariz. — the 604th Command and Control Squadron

and Detachment 2, 4th AF security forces — switched to 10th AF.

Two reserve support squadrons that previously reported directly to Headquarters AFRC at Robins AFB moved to 22nd AF. They are the 953rd RSPTS at Norfolk NAS, Va., and the 954th RSPTS at Scott AFB, Ill.

Two units assigned to NAF regional support groups moved to groups under 22nd AF. They are the 94th APS at Robins AFB and the 5th Weather Flight at Keesler AFB.

Each numbered air force focuses on different kinds of missions.

Fourth AF is responsible for "strategic reach forces," which includes aerial refueling and long-range, strategic airlift missions.

Tenth AF is responsible for "power/vigilance with intelligence, surveillance, reconnaissance, network operations, space and special operations forces." These forces include fighters, bombers, remotely piloted aircraft, cyber, space operations, and special operations flying and training.

Twenty-second AF is responsible for "tactical airlift, combat support, training and institutional forces."

The primary mission of each NAF headquarters is the readiness of its assigned forces. The headquarters staffs provide oversight and advocacy to ensure subordinate units are trained, ready to deploy and support operational missions when tasked. (AFRC news release)

Reserve pilot the first to hit 1,000 flight hours in F-22

By Capt. Ashley Conner

Lt. Col. David Piffarerio, 302nd Fighter Squadron commander, Joint Base Elmendorf-Richardson, Alaska, flew his 1,000 flight hour in the F-22 Raptor Nov. 4, making him the first Air Force pilot to do so.

"This is a great milestone for the pilots, maintainers and contractors working on the jet and the F-22 program as a whole," Piffarerio said. "The aircraft is maturing and getting better the more we fly and perform maintenance on it."

Staff Sgt. Hank Robinson, 525th Aircraft Maintenance Unit crew chief, launched Piffarerio on his milestone flight.

"It is neat to know that I was a part of launching a 1,000-hour flight," Robinson said. "Whether it is a 1,000-hour flight or a routine sortie, I am focused on the job I have to do."

Upon landing, Piffarerio was met by his wife, Jennifer, along with active-duty and Reserve pilots and maintainers to include the 3rd Wing commander, Col. Dirk Smith, who received a check ride from Piffarerio during the milestone flight.

Piffarerio was a part of the initial cadre of people who stood up the 477th Fighter Group in 2007. The 302nd FS is part of the 477th.

Prior to being assigned to the only Reserve unit in Alaska, Piffarerio served 13 years on active duty in a variety of F-15E and F-22 assignments.

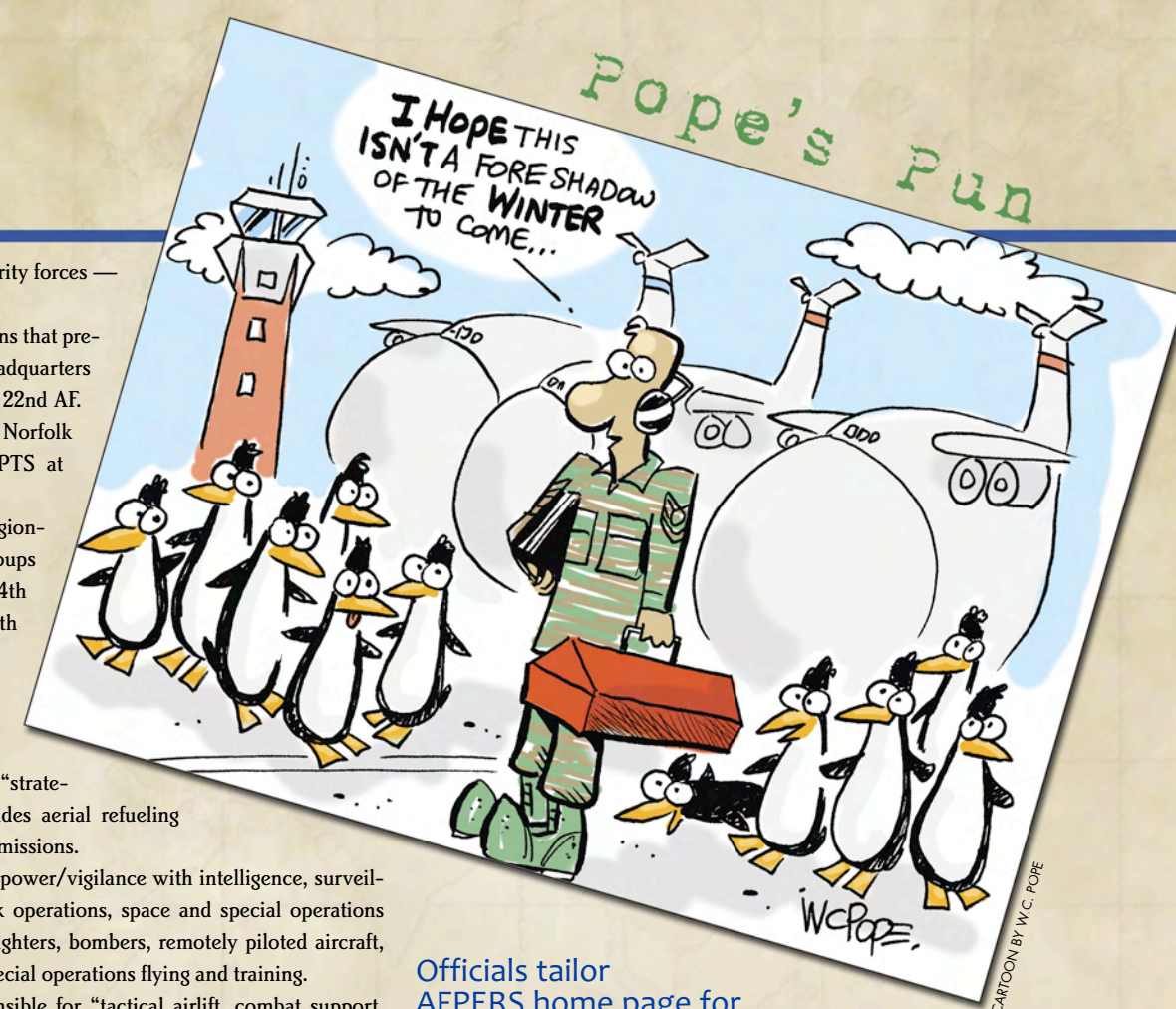
Although the four month stand-down of the F-22 fleet earlier this year did delay Piffarerio's achievement, his first priority has always been safety.

"More important to me than this milestone is that the F-22 fleet is safely in the air and accomplishing the mission," he said. "Air Combat Command's plan to resume flight operations was done in a deliberate and methodical manner with the safety of the pilots in mind."

When Piffarerio looks back on his time in the F-22, an event that stands out the most was when initial operating capability was declared in December 2005. He credits the decision to declare IOC to the work of the pilots, maintainers, flight test engineers and analysts leading up to the decision.

"There were significant hurdles that we had to overcome, but the Edwards (Air Force Base, Calif.) and Nellis (AFB, Nev.) team pulled it together to deliver a combat-ready jet to the combatant commanders," Piffarerio said. "I was proud to have been a part of that team."

(Conner is assigned to the 477th FG public affairs office.)



Officials tailor AFMERS home page for users

The Air Force is in the first phase of an effort to redesign the Air Force Personnel Service website to make it more user-friendly and intuitive for Airmen to search and perform personnel transactions.

"As we roll out the new look and feel for the AFMERS home pages, it's clearly the start of a journey to allow all Airmen — including regular Air Force, Guard, Reserve, civilians and retirees — to go to one central website to do all types of personnel business," said Lt. Col. Jenise Carroll, the Total Force Service Centers' knowledge management chief.

A team representing each Air Force component determined the requirements for each component-specific home page. The new home pages are broken down into three sections to categorize information and resources on personnel services and actions available to total force Airmen.

The first segment of the new home pages is the "I Would Like To ..." section that includes a comprehensive list of component-specific personnel services available to Airmen. The tailored AFMERS home pages will also have "Most Viewed Articles" and "Announcements for Airmen" sections to keep Airmen updated on personnel policy changes and share information that other Airmen from their Air Force component are viewing.

The home pages will also have a unique search capability that allows Airmen to look for personnel information specific to their component. The objective of the AFMERS website and Total Force Service Center is to centralize all total force personnel services and create a single access platform for all regular Air Force, Air National Guard and Air Force Reserve members, as well as civilians and retirees.

Rookie Recruiter Crushes Expectations

Some experts will warn you to pace yourself when you are starting a new task or job because immediate burn-out may occur.

Apparently, Master Sgt. Christopher Brown, a first-year recruiter with the Air Force Reserve, Western Reserve Squadron in Tacoma, Wash., didn't get the memo.

Since Brown started recruiting in October 2010, two of his goals were to be rookie of the year and receive the Century Club Award, which is earned by recruiters who exceed their annual recruiting goal by at least 150 percent. Brown earned the Century Club Award by exceeding his recruiting goals by 225 percent with more than 72 enlistments and accessions.

"I don't drag my feet," said the Utah native. "When I tell someone I'm going to do something, I do it. That's the key to this job."

According to Chief Master Sgt. Scott Terpening, WRS senior recruiter, less than 5 percent of recruiters receive The Century Club Award.

"Because of Sergeant Brown's outstanding performance and airmanship, he was selected to represent the WRS and 446th Airlift Wing at a Noncommissioned Officer Association conference in July," Terpening said.

As for his second goal, winning rookie of the year, the jury was still out. The winner of the award had not been announced as of early November. (Master Sgt. Jake Chappelle, 446th AW public affairs)



Lt. Col. David Piffarerio, 302nd Fighter Squadron commander, climbs into an F-22 prior to take-off Nov. 4. During the flight, Piffarerio reached his 1,000th flight hour in the F-22, making him the first Air Force pilot to achieve this milestone.

CAPT. ASHLEY CONNER

Air Force officials are in the process of integrating regular Air Force and civilian personnel applications with AFERS to perform “one-click” transactions from the component’s default home page. The Guard and Reserve home pages already have this capability available for their members because they integrated the virtual Personnel Center-Guard Reserve application with the AFERS website earlier this year.

“Creating user-centric home pages for each Air Force component takes us one step closer to providing Airmen with the knowledge and self-service applications to perform all their personnel business online,” Carroll said.

Go online to <http://www.afpc.af.mil/shared/media/document/AFD-110929-007.pdf> for a detailed walk-through of the new features on the AFERS home pages. (*Air Force Personnel, Services and Manpower public affairs*)

Reservists Deliver “Quilts of Valor” to Injured Troops

A South Carolina group belonging to the national organization Quilts of Valor recently donated 12 quilts to the 315th Airlift Wing. Since 2004, the local group has donated more than 1,200 quilts, which took the quilters hundreds of thousands of hours to make.

On a trip to Germany’s Landstuhl Regional Medical Center in October, members of the 315th AW’s public affairs office personally presented the quilts to the hospital’s chaplain and followed him as he delivered each quilt to an injured service member who had been evacuated from either Iraq or Afghanistan. Landstuhl is the first stop for injured service members when returning to the United States.

“Thank you so much for this lovely quilt,” said one wounded warrior. “It will find its place of honor on my bed in Kentucky. It will be a reminder to me that we do live in the richest country — rich in love for our fellow humans — where a person would make this terrific quilt for someone she will probably never meet. I will cherish this quilt for the rest of my life.”

The admiration for the quilt makers did not stop with the injured servicemen. Family members expressed their gratitude as well.

“To the many kind hearts and souls of Quilts of Valor, your quilt warmed our family in more ways than you can imagine,” said the spouse of another wounded warrior.

Formed in 2004 with only seven members, the South Carolina Quilts of Valor group today has grown to more than 50 people from across the Lowcountry. The backgrounds of these individuals vary as much as the quilts they create. Some have children in the military, and some have served in the military themselves. Some are content making just one quilt, while others average one per month.

“The time we spend making quilts is insignificant compared to the sacrifices being made by each of these military men and women,” said Donnita Cook, a Quilts of Valor participant.

Another member of the organization said there is one key reason members pour so much time and love into each quilt.

“The quilts let them know they haven’t been forgotten,” said Cheryl Wheeler. “It’s an opportunity to say thank you for their war efforts and thank you for protecting us.”

For information on South Carolina Quilts of Valor, visit the website www.sqgov.org. (*2nd Lt. Jeff Kelly, 315th AW public affairs*)

445th AW C-5 Era Comes to an End

The 445th Airlift Wing at Wright-Patterson Air Force Base, Ohio, closed a chapter in its long history Sept. 28 when Lt.

Col. Eric A. Piel commanded the wing’s last C-5 flight. “The C-5 was a good plane,” said Piel, 89th Airlift Squadron commander. “It handled well, held everyone and everything we needed, and has been through a lot of missions with us. It was great to be able to fly it one more time before we retire it.”

“It was my first aircraft to fly, other than the training aircraft,” said Capt. Andrew Pierce, an 89th AS pilot. “I am proud to partake in the final flight and be in that moment.”

With a wingspan of 222.9 feet, a length of 247.1 feet and a height of 65.1 feet, the C-5 is the largest aircraft in the Air Force inventory and the third largest in the world. Its primary role is as a strategic airlifter, moving personnel and material long distances.

Ten C-5s assigned to the 445th began arriving at Wright-Patterson Oct. 3, 2005, to replace the wing’s fleet of C-141 Starlifters, which were retired. Since that time, the C-5s were utilized in support of Operations Enduring Freedom, Iraqi Freedom, Odyssey Dawn and other missions throughout the United States and the rest of the world, even making the occasional appearance at special events.

Senior Master Sgt. Mike Kalbfleisch, 89th AS flight engineer, has seen the C-5 carry people, Chinook helicopters, mine resistant ambush protected vehicles and even a submarine propeller.

“It’s a bitter-sweet feeling because it’s a very capable airplane,” Kalbfleisch said.

Some of the wing’s C-5s have been assigned to other units, and some are being retired from duty. The 445th is now home to a fleet of C-17 Globemaster III aircraft, a high-wing, four-engine, T-tailed military transport capable of carrying large equipment, supplies and troops directly to small airfields in harsh terrain anywhere in the world day or night.

Tinker Reservist First Selected for Logistics Program

A freight officer for the 72nd Aerial Port Squadron at Tinker Air Force Base, Okla., is the first traditional Reservist to be selected for the Air Force Logistics Career Broadening Program.

Maj. Ben Walker said the two-year program that provides unique instruction in logistics as well as gives officers opportunities to grow as managers and leaders is typically available to only active-duty Air Force officers.

“Before my selection, the Air Force Reserve was looking for opportunities for traditional Reservists to compete in and be selected for this type career broadening training,” he said.

Walker credits his selection, in part, to the support of his family and his mentor Brig. Gen. Stacey D. Harris, former vice commander of the 507th Air Refueling Wing and current mobilization assistant to the commander, U.S. Africa Command, his deployment experiences, his training, and his diligence in making sure his records and appraisals were all up to date.

“His records, training and performance, both in the squadron and during his deployment, prove why Major Walker is deserving of this recognition,” said Lt Col. William Young, 72nd APS commander.

“This program provides a true depth and breadth look at logistics centering on Air Force Material Command,” said Maj. Dennis Sivert, 507th Logistics Readiness Squadron commander. “Additionally, it pinpoints future potential leaders for rapid upward mobility.”

Officers in the career broadening program work in various disciplines. Each discipline offers rotational training providing experiences in maintenance management, program management and supply chain management. Furthermore, completion of these rotations leads participants to professional certifications. According to Walker, due to his prior experiences in these areas, he’ll walk away with advance certifications. (*Maj Bill Pierce, 507th Air Refueling Wing, Tinker AFB*)

“This transition to a new aircraft leaves the 445th Airlift Wing well postured to meet the nation’s needs for airlift in the upcoming years,” said Col. Stephen Goeman, wing commander. (*445th AW public affairs*)

Four new fighter associate units in the works

The Air Force plans to establish four new jet fighter units to create efficient and effective combat capability in tight budgetary times, according to an announcement Nov. 3.

The regular Air Force units will associate and collocate with Air Force Reserve Command units at Barksdale Air Force Base, La.; Homestead Air Reserve Base, Fla.; Naval Air Station Joint Reserve Base Fort Worth, Texas; and Whiteman AFB, Mo. The aircraft will belong to the Reserve units, and the active-duty Airmen will fly and maintain the aircraft with the Reservists at those locations.

“These new units are called active associate units,” said Lt. Gen. Charles E. Stenner Jr., chief of Air Force Reserve at the Pentagon. “We partner active-duty and reserve Airmen together and create a powerful synergy that is cost-effective and results in a force that performs both daily operations as well as strategic surges.”

The AFRC units at Barksdale and Whiteman will continue their focus on the A-10 close-air support aircraft flying mission. Each location will gain 128 active-duty Airmen, who will work with the Reservists in the A-10 units.

The Reserve fighter wings at Homestead ARB and in Fort Worth will continue to fly F-16 fighters. Each location will gain 168 active-duty Airmen who will fly and maintain the F-16s with the Reservists at those bases.

In order to capitalize on the most efficient mix of full- and part-time positions, the Air Force Reserve will reduce some of its slots whose duties will be filled by the Airmen in the new active-duty units.

“We’re going to work closely with our people and give them time to adjust to these changes,” Stenner said. “We want to help them understand their options. We’re going to set up an employee-assistance database to assist them so we can retain their expertise in the Air Force Reserve whenever possible.”

The new units are a result of the Total Force Integration initiative, which capitalizes on the unique strengths of the active and reserve components. The Air Force has more than 150 TFI units across the country where Air Force Reserve, Air National Guard and regular Air Force Airmen share aircraft, equipment and support responsibilities.

Air Force Reservists are trained to meet the same readiness levels as regular component forces. Many of them were previously on active duty and retain valuable military expertise. They provide mission continuity and save taxpayers money because they are called to active duty in a full-time pay status only when the nation needs them. (*Col. Bob Thompson, Office of Air Force Reserve public affairs, Washington, D.C.*) ★

It’s Your Money
By Ralph Lunt

Addition to TSP is ‘Rothtastic’

Next year will bring a welcome change to the Thrift Savings Plan. The plan is scheduled to offer the no-income limit, after-tax, Roth individual retirement account option in the spring.

Before we discuss the benefits of this option, I will reiterate that eliminating “bad-debt” such as high-interest credit arrangements takes precedence over putting money in the TSP.

Now, under the new option, contributions to a TSP Roth IRA will be made using “after-tax” money. Using a hypothetical situation whereby you contribute \$100 per payday to and assuming a 10 percent federal tax rate, you pay zero federal taxes under the current plan. However, under the after-tax Roth plan, your take-home pay will be reduced by the federal tax of \$10 (10 percent of \$100).

In the short term and for cash flow planning, the new option, as compared to the current TSP, will reduce your take-home pay, which may require some budget adjustment. While I think the benefits of this new option can be huge, you need to consider a number of factors — age, income, net worth, expected pensions, inheritance, etc. — before you make the switch.

What makes the new Roth IRA option so appealing to me is that, if properly done, qualified distributions are not taxed. And if money is transferred from a Roth in the TSP to a regular Roth account, outside of the TSP, distributions are not mandatory at age 70.5.

So to re-cap, I like the new Roth option because my after-tax contributions will grow tax-deferred, and, if qualified, I will not pay tax on any gains when I take distributions years from now. Furthermore, if I transfer money from my TSP Roth to a regular Roth IRA account, I will continue tax-free growth, and I will not be forced to take distributions from my account at age 70.5.

Another bonus is that, unlike a regular Roth IRA, the new TSP Roth option will not have any income limit restrictions. So everyone eligible for TSP can participate by putting some or all of their contributions into the Roth option. That’s right. You can participate in both, being careful not to exceed the annual contribution limit of \$17,000 in 2012 with a \$5,500 “catch-up” for those in the 50-plus club.

For now, I suggest you do some research and look at your budget to decide if a TSP Roth account makes sense for you. ★

(Editor’s note: This feature is designed to provide financial advice and information of a general nature. Individuals should conduct their own research and consult a financial adviser before making any financial decisions. Based in Cleveland, Ohio, Mr. Lunt is a certified financial planner and vice president of a financial planning and consulting firm. He is also a colonel in the Air Force Reserve, serving as the reserve forces director for the Great Lakes region of the Civil Air Patrol adviser’s program.)



Rewriting History



The Chowhound crashed on Aug. 8, 1944, in the Normandy region of France. None of the crew survived.

McGuire Reservists make sure B-17 that crashed in France is not forgotten

Shawn J. Jones

In a farmer's field on the outskirts of a small town in the Normandy region of France, an American flag flies alone atop a tall flagpole. Neither its stars nor stripes can be seen from the road, but the residents of Lonlay L'Abbaye are well aware of its presence. For these French townspeople, as it is for most Americans, the flag is a symbol of liberty.

This particular flag also represents sacrifice, as it marks the site where an American B-17 Flying Fortress, known as the Chowhound, crashed after being hit by enemy anti-aircraft fire Aug. 8, 1944. The crash proved fatal for the aircraft's crew, who gave their lives as part of the Allied liberation of Nazi-occupied France during World War II.

More than 67 years after the crash, a new generation of Airmen came to Lonlay L'Abbaye to rewrite the story of the Chowhound's last flight.

Approximately 40 Airmen from the 514th Air Mobility Wing at Joint Base McGuire-Dix-Lakehurst, N.J., flew a C-17 Globemaster III to northern France Sept. 23 to retrieve the

wreckage of the downed bomber, which had been donated to the wing's active-duty counterpart, the 305th AMW.

Military Bearing

"Our mission was not only to recover the Chowhound but to thank the people who took care of it for so long," said Lt. Col. Dennis Duffy, 732nd Airlift Squadron commander. "We wanted to show that we are very serious about this."

From a military perspective, being "very serious" usually means a lot of marching in formation, standing at attention and saluting in unison — actions a C-17 aircrew doesn't typically perform except on special occasions.

Led by Master Sgt. Chuck Kramer, the squadron's first sergeant, the Airmen marched approximately 300 yards through the town's winding streets, from a 12th-century abbey to the war memorial in the town center.

"This march was very special as we were probably the largest

contingent of U.S. armed forces to march in Lonlay L'Abbaye since World War II," said Maj. Jonathan Bradley, one of the mission's lead planners.

Several of the Reservists on the mission said they were impressed with how quickly their fellow Airmen came together to show one another that they had remembered their lessons from basic training and officer training school. Bradley, for instance, said he hadn't marched in formation in more than 20 years.

Nothing Taken for Granted

Upon reaching the war memorial, the Airmen stood among French veterans and other townspeople as the mayor of Lonlay L'Abbaye delivered a speech. He said he was honored and grateful for the presence of the Airmen standing before him but saved his highest praise for the crew of the B-17 that crashed in his town.

"We have a duty to remember these aviators who lost their lives in the youth of their age," Mayor Christian Derouet said through an interpreter.

Though most of the Airmen could not understand his French, they could hear the emotion in his voice and read his body language to perceive that he was moved by the sacrifice of the

bomber's crew and other Americans who gave their lives to liberate France.

"When he spoke, it was apparent that the citizens of Lonlay L'Abbaye understood the price of freedom," Bradley said. "They really cared about the nine crew members of Chowhound who gave their lives so that the French could have liberty."

As they marched back toward the abbey, the Airmen were led by members of the French Resistance.

"It was an event that I will never forget," Bradley said.

Family First

Throughout the planning and execution of the mission, the Airmen made sure to actively communicate with the families of the Chowhound's crew.

"It was very important to let the family members know that their loved ones' ultimate sacrifice will not be forgotten," Bradley said.

Master Sgt. Ben Atkinson, 514th AMW historical properties custodian, played a key role in bringing the Chowhound home. He brought the story of the Chowhound to the attention of the



Reservists from the 514th Air Mobility Wing at Joint Base McGuire-Dix-Lakehurst, N.J., carry part of the wreckage of the downed B-17 Flying Fortress that they eventually returned to the United States.



732nd AS and served as a liaison between the Airmen and the crew's family members.

Prior to departing for France, Atkinson met with Virginia Dimon, the sister of a Chowhound crew member, to find out what she wanted the 514th and 305th AMWs to do with the recovered aircraft parts.

"I was so touched by her heart-felt emotion of what had happened to her brother that I was going to do whatever needed to be done to make her wishes come true," Atkinson said.

Upon landing at Joint Base McGuire-Dix-Lakehurst, the Airmen were met by Dimon, who was invited onto the C-17 to see the remains of the Chowhound and those who brought it home.

"I was extremely honored to show the Chowhound to Virginia Dimon and to describe to her the events of the weekend — how reverent we were in loading the Chowhound on board our plane, how grateful the people of Lonlay L'Abbaye were, not just to us, but mostly to the crew of Chowhound, how we placed a wreath in the town square in front of the memorial to her brother and his crew and how honored everyone aboard was to take part in the mission," Duffy said. "She began to tear up, and it was difficult to keep my composure."

Always Training

Gaining approval for unusual missions like this isn't always easy, but Duffy and the others were able to convince higher

headquarters commanders that the mission was not just about repatriating an artifact of Air Force heritage. The mission would also help the Reservists accomplish much-needed training.

In addition to loading the remains of the downed bomber, the crew trained on loading a C-130 engine and F-15 engine, 10 space-available passengers, multiple pallets of cargo, and mail. Two pilots were able to meet their currency requirements for overseas flights, and an entire aeromedical evacuation crew was able to conduct comprehensive training aboard the C-17.

Chowhound's Last Flight

The mission allowed the family members of the Chowhound's crew to know that their sacrifices are not forgotten. It also allowed French townspeople and American Airmen to join together in a genuine tribute to those who gave their lives for liberty.

The mission also allowed the Airmen to rewrite history.

"The Chowhound's last flight did not end with a crash in a farmer's field in France, but it flew home and was greeted by family members with honor and dignity," Duffy said. ★

Editor's note: A final decision on how best to display the Chowhound is being determined by Airmen of the 514th and 305th AMWs.

(Jones is assigned to the 514th AMW public affairs office at Joint Base McGuire-Dix-Lakehurst.)

NOW HIRING

Little Rock C-130 training unit has vacancies to fill

Little more than six months into his new job, the commander of the legacy C-130 training unit at Little Rock Air Force Base, Ark., has a simple message he's trying to get out to as many people as possible.

"We are hiring," said Col. Archie Frye. "Not only are we hiring, but we have plenty of room at the top and love to promote deserving Airmen."

Frye took on the task of standing up the new unit, known now as 22nd Air Force Det. 1, in March as an Air Force chief of staff total force integration initiative. Once it becomes operational, the organization's mission will be to perform legacy C-130 aircraft flight training.

Currently, that mission is being performed by the regular Air Force 314th Airlift Wing at Little Rock. However, the 314th is in the process of transitioning to exclusively a C-130J training wing.

Once the 314th transition is complete, the new Reserve unit, which will grow to be a 706-member group, will associate with the Arkansas Air National Guard's 189th AW to take on all phases of legacy C-130 aircraft training. Frye said the 189th is the "highest decorated wing in the Air National Guard and has been providing world-class C-130 instruction for some time, making it the perfect wing to lead this endeavor."

Plans call for the unit to train 50 pipe-liners per year in the first three years to help meet the overall requirement of training 350-plus traditional Reservists.

"We've hired 65 of the 75 authorized billets for this year," said Lt. Col. Amy Boehle, Det. 1 Military Personnel Flight commander. "In fiscal year 2012, we'll hire an additional 206 people and 206 more in FY 2013. We'll hire the remaining balance in FY 2014 to be at our authorized end strength of 706."

To date, Frye said recruiting has exceeded expectations largely due to the efforts of Master Sgt. Mitch Randle and Tech. Sgt. Craig Lawrence, the in-service and line recruiters at Little Rock.

Maintenance and operations will comprise the bulk of the group.

"Our maintenance unit will have more than 400 members, 40 percent of which will be ARTs," said Maj. Rick Rogers, the maintenance squadron commander for Det. 1. "We will also hire 53 civil service mechanics with no Reserve military affiliation."

"Our operations unit will have 36 instructor crews, 18 air reserve technician crews and 18 traditional Reservist crews, along with all the associated operational support functions,"



Col. Archie Frye, commander of the new Air Force Reserve unit at Little Rock Air Force Base, Ark., is busy hiring Reservists to perform legacy C-130 aircraft flight training.

said Lt. Col. Joe Janik, flying squadron commander. "We have openings in most areas. We're looking for highly motivated aircrew instructors and professional support staff as we take on the training requirement for the total force's legacy C-130 aircrews."

Frye said the personnel, medical and finance folks will be a critical piece of the unit's ability to meet its mission.

"The medical unit will have people occupying a full array of specialties to perform the medical readiness mission," said Lt. Col. Vito Carabetta, medical squadron commander.

"Recruiting is going well, and interest in the unit is growing rapidly," said Barry Seidel, chief of finance. "We have growth opportunities in most career fields. Our finance section, which we were fortunate to fully staff just ahead of the civilian hiring freeze, is rapidly learning our financial management and execution function thanks to training and support from 22nd Air Force and Air Force Reserve Command functional experts."

Frye said he is very excited to have the responsibility of building a unit from the ground up.

"We have an opportunity to grow an outstanding, merit-based culture and write our own future that will define us as an outstanding unit," he said. "We'll be a great place to serve our nation and pursue both personal and professional growth. Mentoring and personnel development of our Airmen — a term that includes our civilian members — will be the foundation of our unit. We have a motto around here: Don't join this unit unless you can stand prosperity."

For anyone interested in a full-time position, either ART or civilian, should regularly monitor the USAJOBS website, where unit openings are listed. Individual job announcements contain all of the necessary information to apply for the position. Potential candidates can use the resume builder feature on the website in advance to have a resume ready to submit when an announcement is made.

Career ARTs seeking a management-directed reassignment or traditional Reservists seeking a position may e-mail the appropriate point of contact:

- Headquarters staff: edsel.frye@us.af.mil
- Personnel: amy.boehle.1@us.af.mil
- Maintenance: richard.rogers.14@us.af.mil
- Operations: joseph.janik@us.af.mil
- Medical: vito.carabetta@us.af.mil ★

Why We Serve

*For a pair of McChord flight nurses,
it's to honor loved ones lost in war*

*W*hen 2nd Lt. Noel Carroll is taking care of an injured service member on a flight back home to the United States, she can't help thinking about her brother, Staff Sgt. Timothy Davis, an Air Force combat controller who was killed in Afghanistan in February 2009.

"When I see these Soldiers, I see my brother," said Carroll, who serves with the 446th Aeromedical Evacuation Squadron at McChord Field, Wash. "I see taking brothers, sons, family members home to their families, and the feeling is so rewarding."

Second Lt. Noel Carroll, 446th Aeromedical Evacuation Squadron flight nurse, McChord Field, Wash., visits her brother's grave in Montessano, Wash. (Photo courtesy of MacLeod Pappidas of the Daily World)

It's that feeling that motivated Carroll to join the Air Force Reserve in the first place.

"I was an emergency room nurse, so I already had the desire to take care of patients," said the Des Moines, Wash., native who works at the Highline Medical Center in Burlen, Wash., in her civilian career. "When my brother died, I knew I wanted to take care of wounded Soldiers."

Carroll isn't the only 446th AES flight nurse who serves to honor a loved one she lost in war. Capt. Beverly Davidson's former husband, Master Sgt. Michael Maltz, an Air Force pararescuer, was killed in an HH-60G Pave Hawk helicopter crash in Afghanistan in March 2003.

"Mike gave his life for the rescue effort," said the emergency room manager at Snoquaime Valley Hospital in Washington. "I wanted to come back to the Reserve as a flight nurse when he died."

"Now that my sons are grown, I'm finally able to do it. I felt it was the most appropriate thing that I could do to honor his sacrifice and give back."

Davidson recently returned to service after a 12-year absence. Carroll joined the Reserve two years ago.

Col. Jan Moore-Harbert, 446th AES commander, is thankful both women decided to serve.

"Both of these women are excellent representatives of the type of people who fly aeromedical evacuations," she said. "It takes strength of heart and mind, dedication to the mission, and self sacrifice, which these two strong women have both professionally and personally."

"They both have the strength to give back and support a tremendously important mission and are examples for others to look at in times of personal adversities. They demonstrate the Air Force core values — especially service before self. I am proud to serve with both of them."

And Davidson and Carroll are both proud to serve and honor their loved ones.

"When my brother died, it was devastating. It completely changed me," Carroll said. "If I can save a life, if I can help take care of these Soldiers, it makes me feel better. It makes me more passionate. I know my brother is there with me, and I know he would be proud." ★

(Information for this article provided by Master Sgt. Jake Chappelle, who is assigned to the 446th Airlift Wing's public affairs office.)



Carroll (left) and Capt. Beverly Davidson check out aeromedical equipment at McChord. Davidson's former husband was a pararescuer who died in a helicopter crash eight years ago. The two nurses joined the Air Force Reserve to save lives and honor their fallen loved ones.



Support squadron provides Air Force capabilities at the Operational Level of War



Early in 2011, in what became known as the Arab Spring, the people of Libya rose in protest in an attempt to replicate the political change achieved in the neighboring countries of Tunisia and Egypt. But Libyan President Muammar Gaddafi did not go quietly and vowed to fight to the end, promising revenge on those who sought to remove him from power.

Fearing a humanitarian disaster, President Obama ordered the commander of U.S. Africa Command to explore and develop security options for the situation in Libya. That's when the Joint Enabling Capabilities Command received a request for support from Africa Command. That, in turn, caused Col. Richard Hughey's phone to ring. The commander of the 953rd Reserve Support Squadron at Norfolk Naval Air Station, Va., Hughey leads an organization that provides Air Force capabilities at the operational level of war.

That translates into 953rd members supporting the JECC, which provides a total force of active and reserve multi-service, joint deployable teams that can rapidly stand up a joint task force to meet emerging requirements for geographic combatant commanders.

"Africa Command is manned for the many operations and engagements in its expansive theater, but the situation in Libya demanded additional resources to fulfill the president's mandate," Hughey said. "After working through the joint operational planning process, the Africa Command staff provided the commander with options and intentions that required specific capabilities to execute the selected course of action."

One option was to form a joint task force specifically for the Libyan situation.

At the operational level, a joint task force would need to be



Members of Joint Task Force Odyssey Dawn discuss the situation in Libya. Five Air Force Reservists from the 953rd Reserve Support Squadron, Langley Air Force Base, Va., were part of the joint deployable team that helped set up the task force.

formed to provide command and control of the operation. The JECC's joint deployable team that deployed within 48 hours to U.S. Africa Command to help set up the joint task force comprised 25 members, both active and reserve. They provided command and control for the contingency, called Operation Odyssey Dawn. Five of these joint deployable team members were from the 953rd RSPTS.

The joint deployable team, one of three subordinate commands under the JECC, is a flexible employment package consisting of experts in plans, operations, knowledge management, intelligence and logistics. The joint deployable team is a global response force that enables critical command and control capabilities and delivers tailored, mission-specific support to the joint force commander.

"The five 953rd members selected for this mission began travel from different locations within 72 hours and arrived in Stuttgart, Germany (home of U.S. Africa Command)," Hughey said. "JECC integrated joint deployable team members as the enabling capability supporting U.S. Africa Command's staff to assist with current, future and logistics planning efforts to develop the sought-after options for the geographic combatant commander."

One of the Reservists from the 953rd served as the operational plans team lead for humanitarian assistance, and another was operations plan team lead for current operations. As Operation Odyssey Dawn continued, the 953rd members filled a host of key joint task force positions, including air battle watch captain, deputy director of information operations and deputy director of operations on board the USS Blue Ridge. Col. John Williams was the senior 953rd member of the joint deployable team.

"The 953rd and other service joint deployable team members from the JECC assisted with planning efforts both at Headquarters Africa Command and within the joint task force headquarters as the situation further deteriorated for rebel forces in Libya," Williams said.

"The JECC joint deployable team acts as a nucleus for the joint task force staff — a catalyst that enables rapid stand-up of the joint task force staff," the colonel said. "For example, members from plans, operations and knowledge management came together to perform critical path analysis of the battle rhythm battle and suggest changes to better provide joint task force leadership with decisional information and products."

"Joint Task Force Odyssey Dawn has been described as a 'pick-up team,'" Hughey said. "Members of all the services and the interagency were quickly thrown together to halt an impending humanitarian disaster. That team had to quickly come together to direct an integrated kinetic operation. Our Reservists from the 953rd were proud to be part of the team that developed options for the commander of Africa Command and later protected Libyan civilians." ★

Aiming High

Training pays off for Reservist at track and field championship

By Cindy Holbrook

Perseverance and dedication to a rigorous training program finally paid big dividends on the athletic field for a Reservist assigned to Wright-Patterson Air Force Base, Ohio.

Capt. David Diercks won the javelin competition at the 2011 Allied Air Forces Athletic Championships held in September at Heusden-Zolder, Belgium. With his winning throw of 63.47 meters, Diercks, a member of the Air Force track team, became the first U.S. male to win a throwing event at the championships in the last five years. Throwing events include shot put, discus and javelin.

He won the javelin competition by less than a meter over German Kim-Dominik Seyfried.

Diercks may be the last U.S. male to win a throwing event, since the future of the annual Allied Air Forces Athletics Championships, a NATO event, is up in the air. Due to budget constraints and the realignment of NATO, this may have been the final year of the competition. If it does continue, the German air force is scheduled to host the next event in Berlin during the summer of 2013.

"I have been selected each year based on my competitiveness and ability to score points for Team USA," said Diercks, who is 28 years old and has been throwing the javelin since 2002.

The 11-person Air Force team consists of Airmen from across the service. The team met at Ramstein Air Base, Germany, for a training camp Sept. 2-5 and then shuttled to Heusden-Zolder for the competition that included 13 events.

The U.S. team placed fourth out of six countries with 55 points. Germany was first with 87 points.

"I am training for the 2012 Olympics in London next summer and need to add about 10 meters or 30 feet in order to have a good shot at qualifying," Diercks said. He has recorded throws of 72 meters in other recent competitions.

"I am also on staff with Athletes in Action of Xenia (Ohio) and am raising tax-deductible financial support through them to help offset my training expenses," the captain said. "My training is quite extensive. Each year I go through three phases: the preparation phase that includes general strength and conditioning, weights and power generation; the pre-competition phase that includes explosive weights, jumping, sprinting and bounding to get my muscles firing and ready to compete; and then the competition phase when I focus on speed and technique."

Diercks, a contract negotiator in the F-22 Raptor systems program office at Wright-Patterson, trains on base at the Wright Field Fitness Center and Dodge Gym.

"I have access to an aircraft hanger on base, where I do my winter throwing," he said. "I also train at the Cedarville University Field House and at Yellow Springs and Fairborn

After winning the javelin competition at the Allied Air Forces Athletic Championships, Capt. David Diercks has his sights set on trying to make the U.S. team for the 2012 Olympics.

High Schools. During training camps in Seattle, I typically train at Seattle Pacific University and the University of Washington.

"I really started getting serious about throwing in 2008 after returning from a six-month deployment to Southwest Asia in support of Operation Enduring Freedom. Upon my return, I began working with two-time Olympian Duncan Atwood in Seattle, Wash.

"The next spring, I set a new personal record and met the standard for the U.S. Olympic Trials. Later that summer, I began working locally with Peter Dierauer, a Swiss decathlete who worked alongside three-time world champion and bronze medalist shot-putter Werner Gunthor back in his heyday."

Diercks competes in six to eight meets per season from April through July. He didn't start throwing the javelin until his freshman year of college at the University of St. Thomas in St. Paul, Minn. The event wasn't offered at his high school.

"I won the Minnesota Intercollegiate Athletic Conference championship my senior year in 2005 and also was a finalist at the NCAA Division III Outdoor National Championships," he said. "Since then, I have been on the Air Force team four times and competed with the U.S. armed forces team in Bulgaria in 2009."

The technique used to throw the javelin is dictated by international rules, according to web reports. The javelin must be held at its grip and thrown overhand, over the athlete's shoulder or upper arm. Javelin throwers are provided with a runway, which they use to gain momentum in a "run-up" to their throw. ★

(Holbrook works on the staff of the Skywriter, the commercial enterprise newspaper serving Wright-Patterson AFB.)

Swinging for the fence

Staff Sgt. Lindsay Ciullo of the 446th Aeromedical Staging Squadron, McChord Air Force Base, Wash., has made the Air Force softball team four years in a row. She is the only Reservist on the team.

McChord Reservist is a fixture on Air Force softball team

by Master Sgt. Jake Chappelle

A Reserve Airman who set her goals high and swung for the fences four years ago, landing a spot on the Air Force women's softball team, is still competing at the highest levels.

Staff Sgt. Lindsay Ciullo of the 446th Aeromedical Staging Squadron at McChord Field, Wash., made the Air Force softball team for the first time in 2008.

"Since then, I have fortunately been able to come back every year," Ciullo said.

Most recently, she competed as a member of the Air Force team in the Armed Forces Championships at Naval Air Station Pensacola, Fla., Sept. 17-23.

"This is my fourth year playing for the Air Force team," said the Sweet Home, Ore. resident. "I am the only Reservist on the team this year."

A lot of times when players makes it in the "system," then they're good to go every year. But for Ciullo, it's the opposite.

"To me, it actually gets harder to make the team year after year," said the catcher. "You have to prove that you're making

the team based on your skills and talents and not just the fact that you're a vet."

In the future, Ciullo would like to see more athletic participation from Reservists.

"When I talked to my unit about going through the softball process, no one had any idea that the program existed," she said.

"I want Reservists to know it's possible for them to attend training camps for sports at the Air Force level. To me, having more people be aware of this and wanting to try out will help keep the Air Force sports program alive."

In addition to playing on the team multiple times, Ciullo has made the All Armed Forces team and played in the Amateur Softball Association nationals in Oklahoma City, Okla., the last three years. The All Armed Forces team comes from the All Tournament team at NAS Pensacola and is comprised of players from all service branches, including the U.S. Coast Guard.★

(Chappelle is assigned to the 446th Airlift Wing's public affairs office.)

Pharmacy home delivery program is worth a closer look

By Lt. Col. Alexander Alex



When it comes to filling prescriptions, most people prefer the convenience and speed of dealing with their favorite local pharmacy. However, the Tricare pharmacy home delivery benefit provides an attractive alternative, particularly when it comes to maintenance medications. With a little planning, the benefit provides people with the option of getting their medications on their own timetable and not having to rely on a pharmacy service schedule, while saving money in the process.

The pharmacy home delivery benefit is designed to be a convenient and easy way to get prescriptions, since they are delivered directly to your home. Even if you obtain a prescription from a military treatment facility pharmacy, you'll find that this may be more desirable.

The benefit is currently contracted to Express Scripts Inc., and there are three ways to register:

- Register online at www.express-scripts.com/tricare. You'll activate a user name and password. If you wish, you may also complete (or update) your account information online. Be sure to complete a registration for each eligible family member. By registering, you'll have online access to your account and general prescription drugs and health information.

- Register by phone. Call toll free 1-877-363-1303 to request a registration form.

- Register by mail. Download a registration form from the Express Scripts website (see the downloads section on the right side of the page) and mail it to: Express Scripts Inc., P.O. Box 52150, Phoenix, AZ 85072-9954.

I've been using the home delivery option for approximately 12 months, and I haven't had a missed refill or problem having a new prescription filled and in my hands when I need it. However, there are a couple of important steps that will make a positive impact on your experience.

Initially, I was filling out the Express Scripts form, attaching the doctor's prescription, mailing everything in and waiting for my medications to arrive. After 7-10 days, the package would arrive, but the process was a little too long. After studying the Express Scripts home delivery program closer, here are two keys to receiving faster service:

- Ask your provider to write a prescription for a 90-day supply with three refills if possible. If you need to begin the medication immediately, request the doctor write two prescriptions, one for 30 days to get filled at a local retail pharmacy and one to mail to Express Scripts.

- Find out if your health-care provider will fax the prescription directly to Express Scripts (1-877-895-1900). If there are any co-payments, you will be billed. Or, you can pre-authorize Express Scripts to charge co-payments to your credit card.

Refills are relatively easy to order from the Express Scripts website. The nice thing about refills with Tricare's home delivery option is you can tell Express Scripts to place medication on automatic refill. The company will call you and let you know it is about to process your order and at your direction will contact the health-care provider when a new prescription is required. This can be managed either online or by phone — it's your choice. By the way, converting existing maintenance medication to home delivery is equally as easy, and I urge you to look at that task while you're registering.

So what's the cost advantage to using the home delivery benefit? The accompanying chart should place that into perspective. Activated Air National Guard/Air Force Reserve members, including those on an Active Guard and Reserve tour, pay nothing for covered prescriptions. For all other beneficiaries, prescription costs are based on where the prescription is filled and how it's classified:

- Tier 1 - Formulary generic
- Tier 2 - Formulary brand name
- Tier 3 - Non-formulary

New Prescription Costs: Effective Oct. 1, 2011		
Type of Pharmacy	Formulary Drugs	Non-formulary Drugs
Military Pharmacy (up to a 90-day supply)	\$0	Not Applicable
Home Delivery (up to a 90-day supply)	Generic: \$0 Brand Name: \$9	\$25 (unless you establish medical necessity)
Retail Network (up to a 30-day supply)	Generic: \$5 Brand Name: \$12	\$25 (unless you establish medical necessity)
Non-Network (up to a 30-day supply)	Prime Beneficiaries: 50 % cost share after point of service deductible has been met. All Others: \$12 or 20 % of the total cost, whichever is greater, after the annual deductible is met	Prime Beneficiaries: 50 % cost share after point of service deductible has been met. All Others: \$25 or 20 % of the total cost, whichever is greater, after the annual deductible is met.

If you haven't noticed, Tricare has changed its costs and provided beneficiaries and their eligible dependents an additional incentive to use the home delivery option. In the past, there was a \$3 charge per prescription on a 90-day supply for non-active-duty members and dependents. As of Oct. 1, this was eliminated when a Tier 1 generic medication is ordered. This means that you will pay nothing for a generic medication on the Express Script formulary for a 90-day supply.

More in-depth information is available on the Express Scripts website. ★

(Anyone who has a question regarding a benefit as it relates to a Reserve member or family beneficiary member may email the Tricare advisor at Alexander.Alex@us.af.mil.)



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